

Public to view Six-Year Plan

The Highway Division is going out to the public again.

Biennial update of the division's Six-Year Highway Improvement Program is scheduled for late November and early December. Testimony about local highway needs will be sought in 20 public meetings around the state, according to State Highway Engineer Scott Coulter.

"In effect, we're laying out the division's work plan for the next six years," Coulter said, "so it is important that we hear from as many Oregonians as possible."

Also during the meetings, Coulter said the division will explain its revenue forecast, report progress on the current work being done, and review actions of the 1979 Legislature.

Coulter said citizens will be questioned whether the projects they asked for in 1977 still have the same priority, or whether some other jobs—not mentioned two years ago—are now more important.

A new feature in this year's update is that funds for resurfacing and reconstruction projects will be earmarked, but no specific jobs will be shown in the printed preliminary document.

Resurfacing projects won't be selected until later years, as pavement deterioration occurs. Reconstruction projects won't be identified until after information from public meetings is analyzed.

"We genuinely want Oregonians to tell us what projects they think those

funds should be used for," Coulter said. "We don't want it to appear that we have already made up our minds about what jobs we think need to be done."

Coulter said he anticipates many more projects will be suggested during the public hearings than can be accomplished with the funds (amount hasn't been decided yet).

The commission will make the final decisions about specific projects after the meetings are concluded in December, and adopt a final program early next year.

"This format will allow us to be truly responsive to local needs within the dollars we have," Coulter said.

A member of the Transportation Commission will attend each of the 20 meetings scheduled for Nov. 13 to Dec. 6.

The appropriate region engineer or the metro engineer will conduct the meetings at the following cities: REGION 1: St. Helens, Beaverton, Hood River, Oregon City and Gresham. REGION 2: Seaside, Newport, Corvallis, Salem and McMinnville. REGION 3: Eugene, Coos Bay, Roseburg and Medford. REGION 4: Redmond, Klamath Falls. REGION 5: Ontario, LaGrande, Hermiston and Burns.

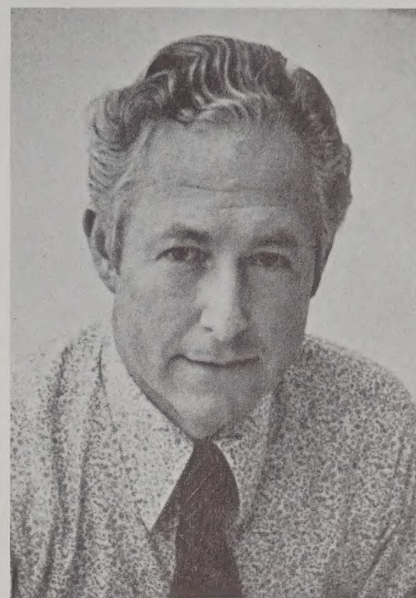
Inside



• DMV managers join new "bike gang," page five. Above is Jean Garcia, manager in Dallas.

• Restoring some of Ft. Stevens' authenticity, with naval guns, page two.

• For many employees, taking promotions that require moving just isn't worth it anymore, page seven.



David Moomaw: joining the front line.

Moomaw takes DMV post left by H. Grover

"Moving from an internal staff position to the 'front line' of working with the public is a challenge I'm really looking forward to," said Dave Moomaw, new DMV administrator.

Moomaw, 52, was appointed by ODOT Director Fred Klaboe last month to succeed Harold "Skip" Grover, who resigned Sept. 19 to accept a position as deputy director of the Department of Economic Development.

Moomaw formerly headed ODOT's General Services Branch.

Grover said his new job offers a challenge to work with private industry in improving the state's economic growth, and to work toward greater government and business cooperation.

During his two-and-a-half years as administrator, he has been credited by Klaboe and transportation commissioners with strengthening title, driver and dealer licensing programs and with securing more field offices and personnel.

Industrial engineering background

Moomaw joined ODOT as head of General Services in 1975, after serving as corporate director of purchasing for Evans Products, Co., Portland, for eight years.

Born in Eugene, he was graduated from Oregon State University with a B.S. degree in industrial engineering in 1950. He served in the Navy from 1945-46.

Moomaw isn't a total stranger to the DMV. He and some of his General Services staff have worked with DMV personnel on analyzing operational systems, providing economic and work measurement studies, and records management services.

"The division is on a fast track with very ambitious programs to improve internal systems, and services to the public," he said. "I'm excited to be part of it, and I also have a vested interest in continuing the program we helped start through General Services."

Moomaw is a senior member of the American Institute of Industrial Engineers, and certified purchasing manager of the National Association of Purchasing Managers.

'Roller coaster'

Camping soars after slow start

Exceptionally fine fall weather, an easing of gas shortage fears, and a fulfilling of deferred vacation trips sent State Park use soaring in September -- up 10 to 15 percent over September of 1978 campsite use.

The big boost, coming on the heels of a 14 percent drop during the summer, as compared with June, July and August of last year, lifted spirits of State Parks officials.

Administrator Dave Talbot said that with the September increase, park user revenue is still 10 percent below estimates for the mid-May to mid-September period. Projected over the full biennium, a 10 percent shortfall would translate into \$700,000, he said.

user fees crucial

"This summer's situation is a reminder that our reliance on the park user is crucial," said Talbot. He said that users may eventually be asked to pay more to adequately support the system.

To capitalize on the improving gas situation, good fall weather, and plenty of room in the parks, the Division is promoting fall camping through public service spots now being aired on all Oregon commercial television stations. (See story page three.)

The promotion campaign will be evaluated in the next several months to determine its effectiveness and whether it should be continued or expanded.

Contingency plans for each park

The roller coaster-like ups and downs of park use is causing Parks staff to develop contingency plans on an individual park basis, according to Steve Johansen, field operations planner in Salem headquarters.

Johansen said this means staff adjustments and fine-tuning operations to meet public needs. He believes that travel patterns of an energy-conscious population will lead to greater use of

Willamette Valley area facilities, especially the new Greenway locations near Portland, Salem and Eugene.

Ed Fishler, manager of the Memaloose District along the mid-Columbia Gorge, said lack of knowledge of parks such as Memaloose and Viento needs to be overcome. "They're only a tankfull round trip from Portland," he noted.

Parks field personnel generally acknowledge that the \$2 surcharge has reduced the percentage of out-of-state campers. Judy Chamberlain, clerical assistant at Honeyman District offices on the central coast noted that non-residents continued to account for about 50 percent of the campers during the week this season, but dropped to

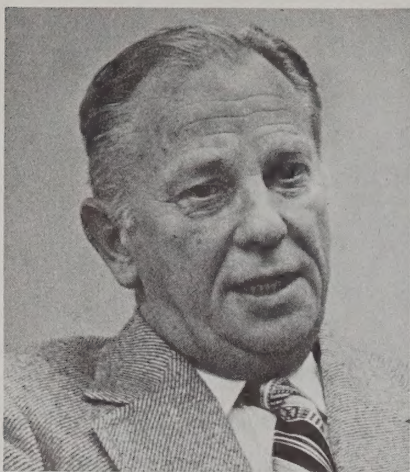
See SOME PARKS, p. 3



The Parks Division is encouraging Oregonians to camp "at home" this fall. Because of the gas shortage, camping has declined and room in the campgrounds has increased. Above, an Oregon family relaxes in a campground at Ft. Stevens State Park. Following a slow summer, camping increased in September compared to last year. (see story above.)

Director's Corner

FRED KLABOE



Harold "Skip" Grover, administrator of the Motor Vehicles Division, is leaving us to take the position of deputy director of the Economic Development Department. In the two-and-a-half years Skip has held this job, he has proven himself to be an excellent manager and contributed a great deal to the high quality of our department. We hate to lose him. Good luck in your new job, Skip.

Taking Skip's place is Dave Moomaw, manager of the General Services Branch. Dave has a strong background in industrial engineering work, and I'm sure will do a good job.

Be prompt with public

During a recent talk to all agency administrators, Governor Atiyeh again emphasized the need for state employees to listen and be responsive to citizen complaints, inquiries and

requests. That doesn't mean that we can always solve their problems. We should try, but if we can't, let them know why we can't and do it promptly.

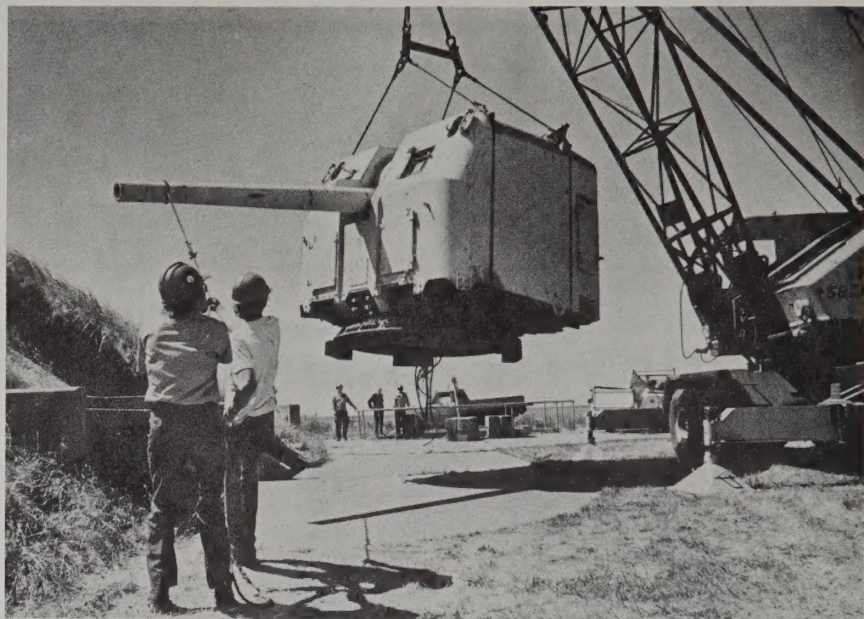
Why change I-80N to I-84?

There has recently been a lot of criticism about changing the signing on I-80N to I-84. In the first place, we are required to make this change, as are Idaho and Utah, the other states having a portion of I-80N within their boundaries. Regulations adopted since the designation of I-80N do not allow the use of directional symbols like "N" for north on interstate highways. The total cost of the contract is about \$120,000. This contract also includes other work. About \$70,000 is for adding exit number designations to those exits lacking them, and for other work not related to the designation change. The federal government pays its normal share of the cost—92 percent. So it will cost us about \$7,800.

We are reluctant partners in this venture, but sometimes we have to do things we don't exactly like to do in order to be cooperative with other states.

Utah, which has both I-80 and I-80N, and Idaho were determined to make the route change. Utah particularly believes it is confusing to motorists, especially where I-80N meets I-80. Anyway, we will end up with all new route signs replacing many older ones and that is probably worth the \$7,800.

Fred Klaboe



Guns are back

A popular question among visitors at the old Ft. Stevens State Park batteries, is, "Where are the guns?" After all, the fort was built during the Civil War and remained active until shortly after World War II.

The park recently acquired four WW II naval deck guns from Indiana and Kentucky. Above, one is being lowered by crane with the help of park ranger Norm Ritter, far left. The fort's original guns were scrapped.

The new arrivals have been de-militarized and are being repaired by Ritter and other park employees, Vern Tomlinson and Joe Ficek. Park Historian Gale Abrams (center in right photo) talks with visitors about the guns. (Above photo courtesy of the *Daily Astorian*).



Camping promoted

The Parks Division is doing something they haven't done since the 1960s: promoting the campgrounds.

A 30-second public service announcement (PSA) is being aired on television this fall, inviting Oregonians to camp—no reservations needed.

Because of the gas shortage, camping has declined and park revenue from camping fees has dropped 10 percent, or about \$350,000 as of late August. The decline has also provided more room in the campgrounds.

"We need to seriously consider promotion, now that our budget is directly tied to our income," said Parks Administrator Dave Talbot. "Such revenue is essential to the survival of the system."

The cost of the PSA is \$3,500. Television stations air them free of charge.

More on stress

To the Editor:

I read with great interest your article, "Stress Training Opens Communication" in the September VIA. I am moved to say, "HURRY" on down here in Region 3.

One year ago, after 29 years with ODOT, my husband had a severe heart attack brought on primarily by stress. Recently, because factors causing this attack have not changed, his ability to handle them not having changed either, he has decided to take a demotion so he can survive until retirement.

What a terrible shame, both for him and the department. He has strived to serve so long and well.

Mr. Huserik's statement in which he

listed high expectations of self, frustration with ODOT bureaucracy, traffic, winter conditions, manpower cutbacks, and the last—the feeling of having to be in control all the time—told it all.

I'm very glad the people up north have received this training. Down here, we never heard of it before this article.

When I asked the safety officer in our district a year ago about the stress problem, he told us "they" were doing some studies on it. I'm glad to see Region 1's finished product has come to something so positive. Maybe through this training some of these men and their families will not have to go through the trauma of a stress related heart attack.

Beverly (Mrs. Carl) Hiatt
Talent, OR.

More bike facilities

To the Editor:

In the September VIA, Mr. Klaboe speaks of gasoline conservation. This is good, but I've seen little if any effort by ODOT to promote man's most efficient means of transportation—the bicycle.

State employees should be encouraged to commute by bicycle as much as possible, especially within a five mile radius of their work. Securing sheltered facilities at each office would be one incentive, and also rider education.

Another incentive could come from friendly competition among offices. Important benefits would be improved health for all, and surprising gas savings.

Would it be possible for ODOT to be more serious about this form of transportation?

John C. Sangster
ODOT ISB Support Group
1905 Lana Ave. NE, Salem

Editor's note: ODOT's Bicycle Unit, headed by Don Shaffer, is conducting a survey of all ODOT buildings to determine how parking facilities can be improved. Plans will be made to include shelters where feasible, depending on funds.

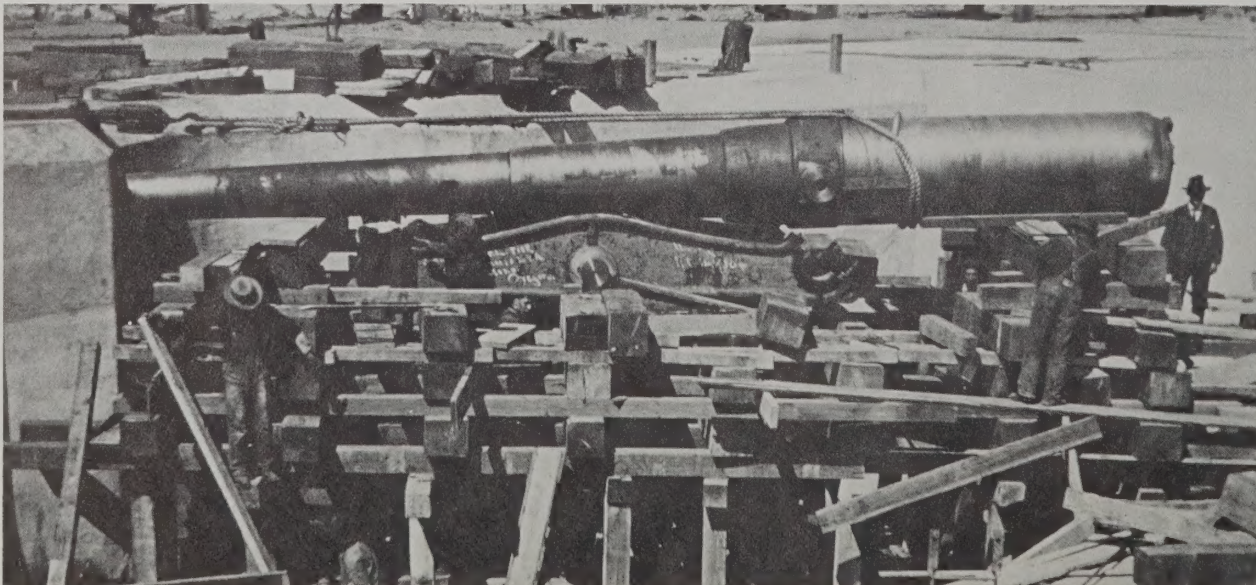
Thanks for honesty

To the Editor:

I recently stopped at a rest stop near Albany, where I left my purse in the bathroom. I called the highway patrol and learned that my purse, containing \$288 in cash, was found and turned in by Wesley Anderson, a highway maintenance worker in Albany.

Thank you—Mr. Anderson not only made it possible for my vacation to continue, he made me realize there are still honest, sincere people around.

Aloma Butler
Hayward, California



Unlike today, no cranes were around to install military guns at Ft. Stevens in 1897. This 10-inch rifle on a disappearing carriage was one of the first and largest guns mounted at the fort's important west battery. After arriving by ship, it was

pulled on rollers by horse teams to the battery, half a mile from sea. That was the easy part. Then men used pulleys to raise the 30-ton barrel and built a crib (support timbers) to keep it temporarily in place.

OH, DOTTIE!

By: Roy Priem



Commissioners to meet with officials in Ontario

The Transportation Commission will hold its October meeting in Ontario, the home town of Chairman Anthony Yturri.

The three-member Idaho Highway Commission has accepted an invitation to join their Oregon colleagues for the meeting.

The commission has held several out-of-Salem meetings, but has not been in Eastern Oregon since it met in Pendleton in November 1977.

Local elected officials from Harney, Baker, Grant and Malheur counties have been invited to attend the formal commission meeting at 9 a.m. Wednesday, Oct. 24, in the city library.

The officials will also be invited to attend a commission dinner Tuesday evening, Oct. 23, at the Eastside Cafe in Ontario, where local transportation problems will be discussed in an informal setting.

Dinner meetings with local officials have been used in the past to review issues of concern to the commission, such as declining revenues, deterioration of the highway system, and ways to improve communications.

Previous non-Salem meetings have been held in Medford, Coos Bay, Astoria and Bend, in addition to

Pendleton and Portland.

Area legislators are also urged to attend the functions. Senator Robert Smith, Burns, and Reps. Max Simpson, LaGrande, and Denny Jones, Ontario, will be invited to the Ontario meeting.

Stress classes to go statewide

Courses in stress management will be offered to highway maintenance foremen, and possibly park managers this winter, according to the Office of Employee Development.

"We've gotten a lot of support about this kind of training lately," said Dick Rumbolz, OED's new manager. "Region 1 has done the training, so we're planning it in all other regions."

Roy Silvey, who taught Region 1 foremen, will teach the statewide courses.

More for women

Management training for women will increase this fall and winter, according to Etta Foote of the OED, who recently began a push for more training for women.

Courses on professional development for women have attracted 90 ODOT women in the past two months, she said. A seminar on managerial development by Jean Names will be offered Nov. 20-30, and Jan. 8-9 in Salem.

Foote is also planning courses in technical and secretarial writing. "I'm encouraging women to call me about their training needs," she said. "Whatever they want, I'll try to get."

Other courses for field personnel are planned for the winter. They include: timber falling for Regions 4 and 5 (Parks and Highway workers); survey training for maintenance foremen, courses on explosives and ODOT's civil defense system.

"Our timber falling courses have been very popular," said Chuck Williamson, Region 2 training officer. "The instructor, Doug Dent, has fallen trees for the department as a contractor, knows our problems and has also taught logging practices worldwide."

A tour through the 'real Oregon'

A 40-mile countryside tour of Willamette Valley farm land has been developed by ODOT in cooperation with Oregon Women for Agriculture and the Marion County Public Works Department.

Called the French Prairie Loop, the self-guided auto or bike route follows some of the same market and stage roads used by early settlers, leads to historic landmarks and communities, and passes through farms which have yielded crops for almost 150 years.

Jeannette Gue, historian at Champoege State Park, where the tour starts, gathered historic information on the area with the help of Parks Historian David Powers and Andrea Hoffman of Women for Agriculture.

They established the route, which starts at Champoege and encompasses St. Paul, Fairfield, St. Louis, Gervais, Woodburn, Hubbard, Aurora and Donald. Historic sites include the Robert Newell House, Nusom House, St. Paul Roman Catholic Church (oldest

brick church west of Rocky Mountains) and other homes and museums.

Special signs, designed by Ken Ireland of ODOT Graphics Unit, are posted along the way.

French Prairie is located between the Willamette and Pudding rivers and stretches southward from Champoege for 15 miles. French-Canadians, many of them retired Hudson's Bay Company trappers, settled there in the 1820s.

A brochure, produced by ODOT's Travel Information Section, includes a map, and historic as well as crop production information.

"We hope the tour will encourage people to get off the freeway, the usual route of travel through the valley, and see more of Oregon," said Frank Howard, assistant travel information manager.



Jeannette Gue looks over the French Prairie Loop brochure at Champoege State Park.

Some parks may be closed

Cont. from page one.

only about 25 percent during weekends.

Talbot said that region supervisors and district managers are currently considering cutbacks if that becomes necessary. Included are possible

reductions in construction and rehabilitation projects, reductions in seasonal staff, allowing positions to remain vacant, and contracting out some maintenance and operation work.

As a last resort, consideration may be given to closing certain parks having low attendance coupled with high costs. Talbot said that even with revenue down 10 percent, selected cutbacks can allow State Parks to weather the short-range difficulties with the staff intact.

ANSWERS TO QUIZ: 1-c; 2-true; 3-b; 4-b; 5-a; 6-b, (due to the tuition reimbursement program for college and other courses).

Trans - Trivia

See answers, this page

1. ODOT uses about 580,000 gallons of fuel a month. Each one cent increase in fuel price costs how much per year?

a. \$10,000 b. \$35,000 c. \$50,000

2. Women were forbidden to drive, or ride, on Highway Division equipment during the early years under State Highway Engineer H. R. Baldock.

True or false?

3. When the Highway Department was established in 1913, how much money did it get from the Legislature?

a. None b. \$10,000 c. \$60,000

4. The Albany landscaping crew has one unusual "duty" each year. It is:

a. Plant tomatoes near the Highway Division district office.
b. Feed and prune a landmark apple tree on the Santiam Pass.
c. Look for marijuana cultivation along the right-of-way between Corvallis and Philomath.

5. The 1980-81 Public Transit Division's operation and expenditure budget is \$4.7 million. What was it in 1971?

a. \$57,000 b. \$150,000 c. \$2.5 million

6. Which ODOT section handles the most POs (purchase orders)?

a. Safety and Health Services Section
b. The Office of Employee Development
c. Materials and Research Section

Training head picked

Rumbolz: more future planning

Dick Rumbolz, 47, has been named manager of the Office of Employee Development (OED). He replaced Ted Coonfield, who resigned in August to take a position with the Personnel Division of the Executive Department.

Rumbolz has been with OED for five years, the last two as assistant to Coonfield. Prior to that he was a highway engineer 3 with the Highway Division, having started as a rear chainman in The Dalles in 1951. His state service was interrupted by four years in the U.S. Air Force from 1952-56.

As the new manager, Rumbolz says

he plans no drastic changes or departures and will continue with the present OED objectives.

"We have been very successful in arranging broader training opportunities for employees, while minimizing our actual teaching time.

More training packages

"We will continue to develop in-house courses and classes, 'farm out' teaching tasks to specialized instructors, make use of the ODOT training teams, and administer the tuition reimbursement program," he said.

However, he said he wants to initiate

more long-range planning and employee training so that ODOT employees will be better prepared to cope with the changes that are occurring in the transportation field. "I would like to be able to look down the road into the future more, instead of playing catch-up as we have."

"I would like to develop more self-contained training tailored to specific employee needs," he said "and listen more to the needs expressed in the field."

"We are also planning to provide more training news and information about classes through VIA," he said.



Rumbolz: We want to listen more to the field's needs.

Air specialists join Aeronautics

The Aeronautics Division hired two specialists last month. Joseph Holden

replaces Ralph McGinnis and Gerald Eames is the new Safety Specialist.



Joseph Holden, left and Gerald Eames, check out the state's Cessna 401 airplane and discuss aircraft inspection.

Eames hired

Gerald Eames, 34, fills a new position as air transportation and safety specialist with the Aeronautics Division.

His primary duty is to help Oregon communities establish better air service. He will work as the division's liaison with city officials, airline operators and the Civil Aeronautics Board.

Eames will also assist with the Division's Air Search and Rescue Program by training S & R personnel throughout the state; work with the Federal Aviation Administration in inspecting airports and meeting with pilot groups and other connected with air safety; inspect registration of general aircraft to assure compliance with Oregon laws; and share pilot duties of the division's twin-engine aircraft.

Eames has 14 years of professional aviation experience with the U.S. Army, Civil Air Patrol, and the Bay Area Aviation Co. in North Bend, Ore. He has more than 5,400 hours of flying time.

Revenue down by 10 percent

ODOT's gross revenue collected during July fell short of forecasts by 10 percent (\$2 million), the largest shortfall in recent months, according to ODOT's Finance Branch.

Declining gas tax revenue accounts for much of the shortfall. Park user fees are also down about 11 percent of the forecast.

"If a shortfall of this magnitude continues, ODOT programs will be seriously affected," said Doug Vincent, budget analyst. "We're monitoring the collections closely."

Gross revenue collections do not include federal and local cooperative funds.

Revenue available to the Aeronautics Division was ahead of forecasts by \$15,000, or 23 percent, because of increased revenue from jet fuel.

Holden hired

Joseph Holden, 50, has been named assistant administrator of the Aeronautics Division, filling the position vacated by Ralph McGinnis, who retired last month.

Holden will direct the statewide Air Search and Rescue Program and serve as chief pilot for the division.

Also, he will approve all proposed airport sites; inspect completed airports for state licensing; supervise the states aviation safety program in cooperation with the Federal Aviation Administration (FAA); supervise the division's Air Space Safety Program; and coordinate the use of general aviation aircraft during a natural or war-caused disaster.

Holden is a retired Lt. col. in the U.S. Army, and a pilot with 6,500 flying hours, 1,000 of them in multi-engine aircraft. He gained extensive experience in search and rescue operations while with the U.S. Army, the Oregon National Guard, and the Civil Air Patrol.

He was born and raised in Massachusetts, and is a graduate of Boston College. He is married, has two sons in college, one daughter just married, and a younger son at home.

New retirees

Five employees retired in late summer. They are:

Ernest W. King of Grants Pass; 27 years; highway maintenance worker 2.

James L. Ownbey of Grants Pass; 23 years; HMW 3.

William E. Smiley of Medford; 18½ years; engineering tech 2.

William W. Battaile of Gold Hill; 14½ years; HMW 2.

Ray Lowell Roberts of Astoria; nine years; park ranger 2.

The following employees earned promotions recently.

CONGRATULATIONS:

Keith Ayres, HWY, engineering technician 1 to 2, Roseburg.

Alice A. Bailey, HWY, engineering aide to ET 1, Portland.

Don L. Bettencourt, HWY, highway maintenance worker 2 to 3, Condon.

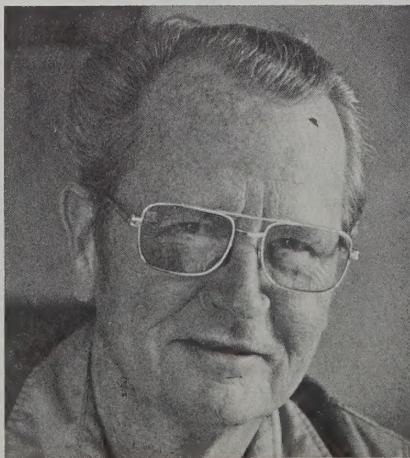
Adam F. Brooks, HWY, HMW 2, Vale, to HE 1, Ontario.

Robert D. Brown, HWY, HMS 1 to ET 2, Corvallis.

Ralph W. Brutscher, HWY, ET 2 to 3, Eugene.

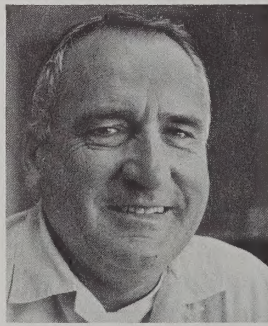
John E. Clack, HWY, HMW 1 to 3, Salem.

Bill L. Crawford, Jr., PARKS, ranger 1 to 2, Stewart State Park.



William Smiley

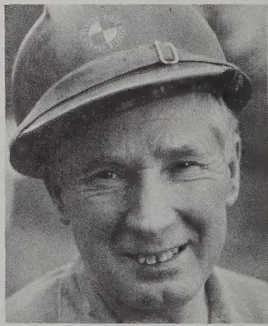
Moving up the ranks



Brown, HWY



Cloyd, DMV



Hults, PARKS

Linda K. Dufur, HWY, clerical assistant to secretary, Milwaukie.

Charles E. Godfrey, HWY, ET 1 to 2, Eugene.

Geoffrey G. Guilfooy, ADMIN, fiscal manager 1 to 2, Salem.

Willis F. Hulst, PARKS, ranger 2, Beverly Beach, to manager 1, Devil's Lake State Park.

Roger A. Johnston, HWY, ET 1 to ET 2, Salem.

Louis V. Lathrop, HWY, ET 1 to 2, Roseburg.

Regina G. Linnell, HWY, clerical assistant to secretary, Salem.

Michael A. Mandich, HWY, ET 1 to HE 1, Albany.

John B. Nelson, HWY, ET 1 to 2, Salem.

Frank R. Sisley, HWY, ET 1 to 2, Eugene.

Lesley W. Smith, EA to ET 1, Medford.

David B. Stiefvater, HWY, HMW 2, Baker, to ET 1, Ontario.

Ralph W. Stumbaugh, PARKS, manager 1, Devil's Lake, to manager 2,

Stewart State Park.

Larry G. Stormo, HWY, HE 2 to 3, Salem.

Joan C. Symons, HWY, EA to ET 1, Grants Pass.

DMV PROMOTIONS:

Carolyn Campbell, administrative assistant 1 to 2, Salem.

Priscilla Cloyd, clerical assistant to motor vehicle representative 1, Salem.

Wayne Ivie, administrative assistant 3 to program executive 1, Salem.

Esther Malone, AA 1 to 2, Salem.

Jay Morgensen, field examiner 1 to revenue auditor 2, Portland.

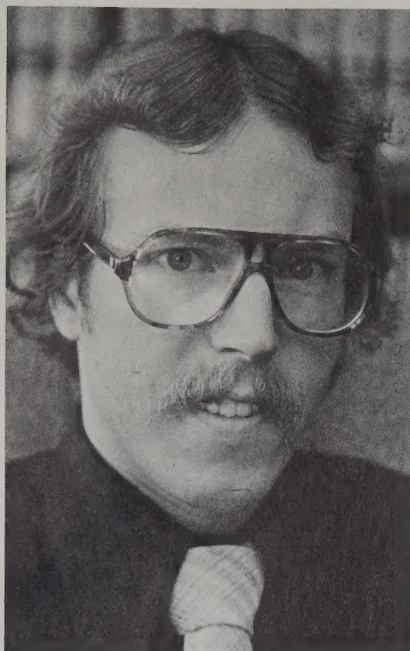
Geraldine Parker, MVR 2, E. Portland, to MVR 3, Beaverton.

Margarita Robles, MVR 1 to 2, E. Portland.

Jay Rupp, program executive 1 to 2, Salem.

Connie Sotelo, clerical assistant to specialist, Salem.

Debra Veilleux, clerical assistant to specialist, Salem.



Dale Hormann

Hormann joins legal office

Dale Hormann, a recently sworn-in member of the Oregon Bar, has been named an assistant attorney general assigned to ODOT's legal office.

Hormann, 26, was graduated from Willamette University's School of Law last May. He was a student law clerk in ODOT's office for a year, and also worked for a year as a law clerk for the Department of Justice.

His appointment brings ODOT's attorney staff to three, its authorized strength. Chief Counsel Jack Sollis handles legislative matters, and Assistant Attorney General Bill Nessly handles Parks and Aeronautics Division matters and rule making procedures.

Hormann will assume Motor Vehicle and Public Transit Division counseling duties.

Raised in Marshalltown, Iowa, Hormann says he is a farmer at heart, having been raised on a farm. He received his bachelor's degree from Iowa State University in 1975.

He is single and lives in Salem.

Wood: The DMV safety watchdog

The following is part of a series describing the different sections of ODOT.

The operation of DMV's Vehicle Equipment Safety Section closely parallels the views of its section head. That's because Harvey Wood oversees a one-man staff.

The section's main functions, inspection of certain classes of vehicles and regulation of safety-related equipment, provided more than enough work for two employees until Wood consolidated the jobs when he became section head in 1974.

Wood was the number-two man with responsibility for inspecting 1,400 farm worker transport vehicles when he came to DMV in 1969. He averaged 3,000 miles of travel a month trying to make sure that each bus, van or truck used to transport farm workers in Oregon got inspected at least once every two years.

The decline to about 300 vehicles currently was mostly due, says Wood, to mechanization of the bean and caneberry harvests.

Wood also is responsible for inspecting some 50 vans operated for handicapped persons by various non-profit organizations throughout the state.

When Wood finds a serious safety hazard, he wastes no time getting the vehicle off of the road. He recently "grounded" three out of eight vans operated by an organization serving the handicapped, because lack of proper maintenance made the vehicles dangerous to operate.

Authority to allow or disallow all safety-related equipment such as lights, brakes, seat belts, and protective head gear through administrative rules is vested in Wood's section.

Oregon's position is generally to adopt federal motor vehicle safety standards and industry standards, says Wood. This eliminates a lot of haggling with dealers and vehicle owners over equipment that might be legal in some other state, but not here.

His most visible rule-making to date literally put him in the public spotlight, or headlight. The debate was over



Harvey Wood's inspections include checking for loose steering parts. Being a former mechanic, he knows what to look for.

quartz-halogen lights, generally acceptable in Europe but banned by most states in this country.

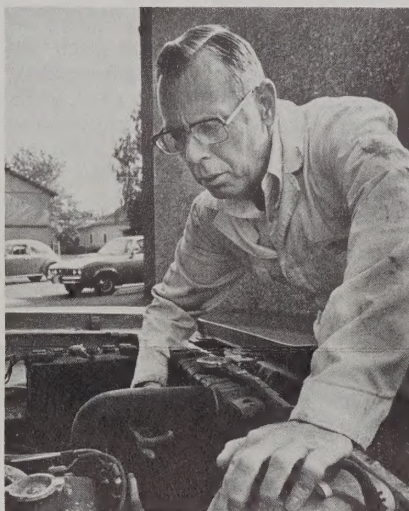
Wood felt then, and still feels, that the super-bright quartz lights can blind

oncoming drivers. The successful lobbying efforts by equipment manufacturers to get legislation approval for the headlights put Wood on the defensive, and also on the front pages of the big city newspapers.

About seven years ago, Wood methodically covered each large community in the state looking for illegal equipment and trying to determine any widespread violations of existing laws and standards. He says the only significant violation was the use of quartz-halogen lights, which were then outlawed.

Wood claims he takes a "common sense" approach to safety, concentrating on quickly "grounding" obviously dangerous vehicles. He'd like the federal government to do the same thing and notes it took years to get the Pinto and Firestone controversies settled when it was evident from the start that they concerned gross defects.

"Get the bad ones solved immediately," he says, "but quit hassling every two-bit thing that's not quite right."



Wood also checks for oil and fuel leaks -- anything that could pose a hazard.

DMV managers trained in motorcycle safety



Jean Garcia, adjusting her helmet over her glasses and lifting her leg over the 400 CC Honda Hawk, didn't quite pass for a Gypsy Joker.

But she did join up with another "bike gang" of fellow DMV office managers last month -- many of whom, like her, don't even ride those noisy things.

All managers attended a motorcycle safety and operation conference Sept. 18 and 19 given by the Motorcycle Safety Foundation, a Maryland-based group regarded as an international authority on cycle safety.

The program, held in Stafford near Portland, is one of several designed to improve the quality of Oregon's licensing programs. It included demonstrations and classroom study.

The training was greatly needed, according to Skip Grover, DMV administrator. (Grover resigned effective Oct. 3 to become the deputy director for the Economic Development Department. See page one).

Cycle groups have criticized state testing programs for the years that they were too easy and that some personnel giving tests were not sufficiently trained. About half of DMV examiners hold motorcycle endorsements.

Also, motorcycle operator tests are booming this year -- endorsements from April through July were up 46 percent. Motorcycle deaths are also up. Through August, 49 cycle drivers and passengers died in Oregon traffic, compared to 45 for the same period last year.

"We really got a lot out of the conference, especially on safety," said Garcia. "I learned many things I never realized were so important, such as braking power, balance, traffic obstacles. The training was very intense."

Cycle groups have long advocated placing more emphasis on training and testing as an alternative to mandatory helmet use laws, according to Grover. Oregon has only one full-time motorcycle rider school.

In fact, one group introduced a bill (it failed in both houses) in the 1979 Legislature to require pre-license instruction, tougher licensing practices and examiner training.

The DMV has always supported mandatory helmet use laws. However, because Oregon has repealed its helmet law, good testing and licensing programs are especially important, Grover said.

"Through our office managers, now other examining personnel will know more about motorcycle operation and how to evaluate safe riding performances," he said.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

What effect has inflation had on your operations? Be specific.



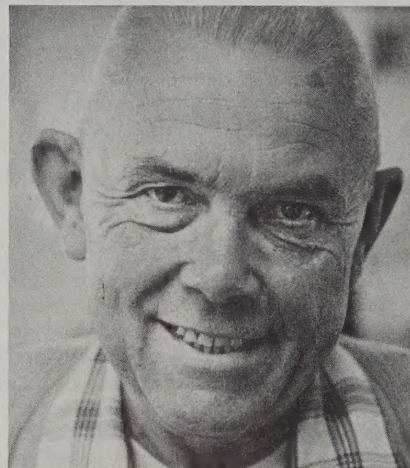
LEE JEANS, DMV
Office manager 3, Eugene

Inflation has caused both increased prices to the public and a reduction of our out-of-office services, such as public appearances requiring travel. We've also discontinued giving permit tests in high schools. Prices were raised to help cover the cost of administering our services.



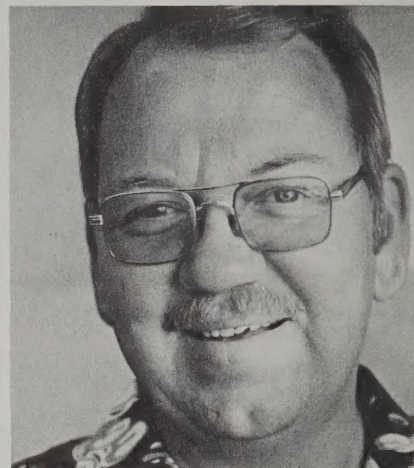
JOHN GUNTER, HWY
District engineer, Klamath Falls

The greatest impact has been on material purchasing. Our liquid asphalt has increased 150 percent since 1973 and the asphaltic concrete has increased 100 percent since 1973. The additional funds granted this year enabled us to continue our present maintenance level.



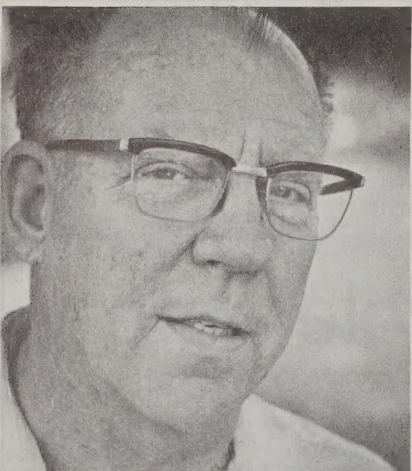
CHUCK ELROY, HWY
Resident engineer, Newport

It has left my engineering crew with untrained personnel brought about by inflationary layoffs and the uncertainty of job security.



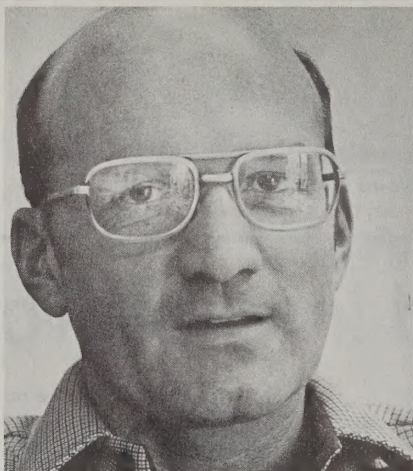
RICHARD HACEK, HWY
Fiscal manager B, Salem

Accounting operations have experienced the same pressures as those of a personal nature -- that is, the dollar just does not go as far. High costs of services and supplies have created additional demands of an already heavily laden budget.



GLENN WAGAMAN
Photo lab supervisor, Salem

We may be pricing ourselves out of business. Our operation costs are going up, so our cost of service is increasing. But because other offices are cutting back on costs, they're using us less and less. It's a no win situation.



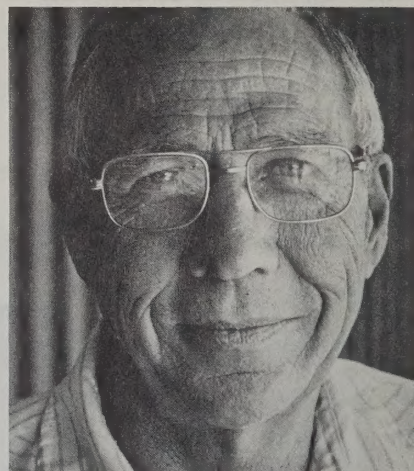
ROBERT POOL, HWY
Region 4 construction engineer, Bend

Inflation reduces our construction and maintenance. Five years ago, we could overlay a mile of highway for \$50,000. For the same money today, we get half a mile. Since 1967, the gas tax has remained at seven cents while the price of gas and cost of doing business has tripled. It's hard to do more with less, but we try.



JOANN HENRY, AERO
Accountant 1, Salem

From budget preparation to completion of a project, the inflation factor means we must decrease the scope of a project or save in another area to fund the initial project.

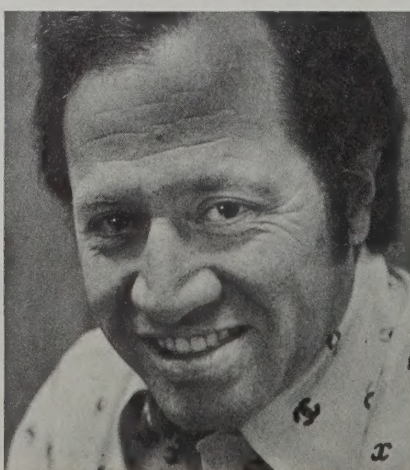
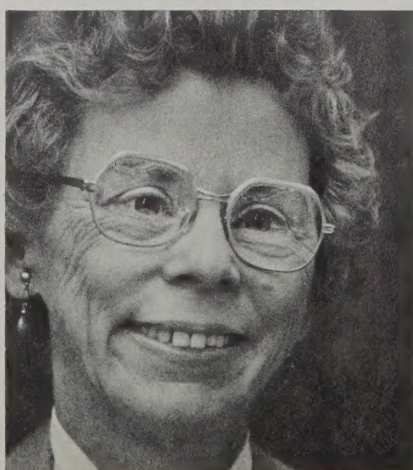


JACK RICKER, HWY
HE 2, Pendleton

Inflation has transformed our engineering department into a subdivision of the maintenance department. I'm sure that the bulk of our future jobs will be overlaying existing highways in place of upgrading vertical and horizontal alignments as well as the surface.

DOROTHY ACKERMAN, DMV
Administrative assistant 2, Salem

Drivers can't afford to pay the increased cost of insurance, or to pay their traffic fines. This has resulted in many more suspensions of driver licenses. Due to the legislative cutbacks in our budget, we can't afford more positions to compensate for the increased work load.



LARRY JACOBSEN, PARKS
Park Design and Engineering manager, Salem

Several park projects have been reduced or eliminated due to higher inflation levels than were forecast during the budget process. Continued inflation will make it difficult to meet the public's demand for park facilities. Demand is growing due to population growth, more leisure time, and the fact that people are seeking parks closer to home because of the fuel shortage.

Moving drops as housing costs soar

"If you really want a promotion and want to move on up the ladder, go right ahead. But just don't forget to be prepared to pay the hidden price tag. For me, it was \$10,000."

Fred Gustafson, a Salem highway engineer, is still recovering financially from a move required by a promotion he took a year ago. His circumstances were unusual, but his sentiments about the state's moving benefits measured against soaring housing costs, loan interest rates and personal hassles of moving for a new title and a few extra bucks a month, are common among many employees:

It just isn't worth it.

"We've had tremendous difficulty just this year in filling promotions and transfers," said Carl Hobson, head of Personnel Operations. Other than State Police, ODOT has traditionally required the most moves of any state agency.

ODOT's largest labor union, the Association of Engineering Employees (AEE), is now urging employees not to take promotions or transfers requiring moves. "We were extremely disappointed about the outcome of moving benefits at the bargaining table," said LeRoy Churchill, past AEE president.

The AEE had asked for increases in packing costs, interest differential (state would pay the difference in home loan interest rates) and other relocation costs ODOT provides people when they are moved because of property acquisition.

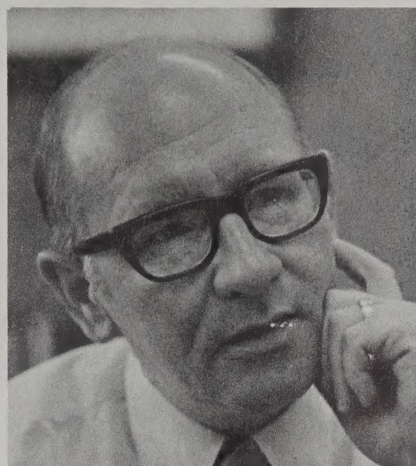
But the AEE, as well as OSEA, came away from the table with essentially the same benefits as before: certain reimbursements for temporary living expenses, house-hunting costs, insurance, packing, and household goods and mobile home moving costs.

AEE employees are allowed \$700 in miscellaneous expenses in addition to the above. OSEA-represented employees (excluding DMV workers), are allowed \$450.

The AEE surveyed 69 members who moved between October 1977 and 1978. (28 responded to the survey.) The

average cost above state reimbursements was about \$3,300, according to Jerry Miller, Salem AEE member who compiled the written survey.

"Most of the extra costs were in real estate fees and higher interest rates," he said.



Bob Erickson: To grow, you have to take risks.

Respondents were asked to remark on their attitudes about moving. A characteristic comment, according to Miller, was the Biblical:

"For what shall it profit a man if he shall gain the whole world and lose his soul?" (Mark 8:13).

This attitude, according to ODOT personnel officers, other employees including managers, has increased dramatically since 1970. "We're in the 'me generation' and ODOT is no exception," said Bob Erickson, personnel officer in charge of filling Highway Division maintenance vacancies.

Bulwarks standing in the way of moving among maintenance personnel are moving costs, high interest rates, and impacts on family life, Erickson said. "I've worked 12 years in Region 3 (as Roseburg office manager and safety officer) and I've talked with many others who will echo the same thing."

Promotions with just a one step pay increase aren't inviting, he added, noting a \$57-per-month pay increase for a maintenance worker 2 who moves to a 3. "Filling HMW 3s are our biggest problem," he said.

Workers are more willing to step into supervisory vacancies, however. "That presents a challenge, a feeling of personal worth," Erickson said. "It brings up the vast issue of motivation. Getting ahead. What does it really mean to our people?" Erickson said. "It's a tough question to answer, and I've encountered many attitudes."

"Some people would move heaven and earth for a promotion. Others are happy where they are—the wife works, kids are in school. Then there are others who expect promotions without any personal sacrifice. My own view is that we need more emphasis—in society in general—on what we can do for others, in our case, the department. To grow, you have to take risks."

Erickson also lost money on his move last year from Roseburg to Salem, and had trouble selling his house. It took six months, he said, but it was worth it.

"I needed to crank up my enthusiasm on a new challenge," he said. "But I doubt whether I'd move again. I'm happy where I am, and next time it would just cost too much,

DMV posts filled

Two management vacancies were filled this month in the DMV Driver and Vehicle Safety Branch.

Karl Kruger, former Beaverton office manager, is now head of the Driver Safety Section. Peter Nunnenkamp, former assistant region supervisor for the Central Region, is head of the Hearings Unit.

because I've used up my GI loan eligibility."

According to Duane Christiansen, DMV's Personnel Section head, little problems arise in filling DMV vacancies requiring moves. "We've always found the best-qualified persons to fill jobs, and haven't heard many complaints about moving losses," he said.

"But our people are already committed to moving when they join the list," he added. "Many may not even be on the lists because they don't want to move."

Park managers, however, have experienced the same reluctance found in the Highway Division. Ray Leavitt, head of Parks field operations, ticked off a long list of reasons why employees aren't accepting promotions.

They range from high costs, working spouses, children in school, to isolation, with the major one being meager salary ranges. Leavitt and park managers often have to sift through nine names on a list to fill a ranger or manager position.

"A \$40 to \$50 one step increase doesn't pay enough," he said. "We're working on changing the ranges, but that's a long, hard row to hoe," he said.

Leavitt also feels that the state reimbursement package doesn't adequately cover moving costs. "And few people are working just for money and titles these days," he said. "Consequently, the opportunity is great for new employees who want to move up. Other workers just don't seem as interested."

The sluggish situation often frustrates Leavitt. "We look at the needs of the total park system, and long range career goals for employees," he said. "But the employee tends to look only at short-range goals. It's frustrating to find an employee who you think is the best one for the park, but he just doesn't want the job, and you have to settle for less."

The situation has prompted a three-pronged "attack" by park management: more training programs, a housing cost study and a job

classification study.

"More training will give employees the variety of skills they'd normally get through working in several parks," Leavitt said. "In other words, if you don't come to us for skills, we'll take them to you. We have to, in order to develop new managers."

The housing study is being done for each park by Salem headquarters staff to determine ways of reducing costs in state-owned housing, therefore, making

"We're in the 'me' generation and ODOT is no exception."

moves more inviting. For instance, rent reductions will be granted for unique conditions, such as isolation, other inconveniences, and whether living in park housing is mandatory. So far, Silver Falls, Collier, Stewart, Tryon Creek and Champoege park rental rates have been reassessed.

The classification study, to be completed next April, will determine how to increase salary steps without asking for more money from the Legislative Emergency Board—or, whether it is even feasible. The study will also consider upgrading clerical assistant positions in park region and field offices.

"Moving" vacancies will continue to be hard to fill, according to the managers and employees VIA talked with, until "something is done" to either make promotions more lucrative, or bring moving allowances to parity with current costs.

In the meantime, employees seem to be putting their feet down. Fred Gustafson said he will never move again. "I ran into some unusual circumstances, almost went bankrupt last time, but even though I've learned from my mistakes, I won't move again."

Even for a highway engineer 4 position? "Never."

First booking 'just family'

After a weekend of last minute work by the Silver Falls Park crew, the new Conference Center opened Monday, Sept. 24 for its first booking.

The visitors were "only family" — region supervisors, some Salem staff and five park managers on a four-day retreat to discuss park policy, citation authority and other issues.

They were pleased with the setting, buildings, atmosphere — and especially the food.

Paul and Emily DeShaw, former Woodburn gourmet restaurateurs, won the contract to supply meals and manage housekeeping chores. (Luckily for the park crews, the DeShaws tested some of their dishes on employees before setting the menus for conference guests).

"The crew worked really hard and put in a lot of overtime to get the center ready," said Jeanne Foster, center manager who also worked a long weekend on final details, such as making beds in the dorms.

The center, located at the Smith Creek Youth Camp, is heavily booked by state agencies through the first of the year. Many weekends are still open, however.

The center includes two dorms, administration office, dining-meeting hall and several cabins. Two new dorms are being built and should be ready by January.

Cost per user is \$28 a day, including overnight lodging. The center was designed to offer state agencies closer, less expensive conference facilities.



Doris Nelson, United Way coordinator, shows one of the posters during a meeting with ODOT UW campaign representatives.

United Way drive begins

The United Way campaign has begun, with the message, "The dollars you contribute are used in the county where you live."

Information meetings for Salem employees will be held Oct. 9 at 10 and 11 a.m. and 2 and 3 p.m. in the large conference room. Doris Nelson, administrative assistant in ODOT Administration, is coordinating the Marion-Polk state employee drive for

Traffic Safety Commission, Forestry Department and PUC as well as for ODOT.

United Way drives are organized separately in each county through volunteer boards of directors. Donations can be directed to a specific public service agency, by filling out a special card and returning it with the pledge card. Out of each dollar contributed, 82 cents goes directly into programs.

On the job with *Frank Burnett*

By Dennis Clarke

As a young boy, Frank Burnett wanted to be a civil engineer when he grew up.

Today, he admits: "I always said that, but frankly I didn't even know what it meant. My older cousin was a civil engineer, and to me he was about 'it'."

Frank, 58, is a resident highway engineer, one of about 50 in the state. He is stationed in Ontario and works under Region 5 Engineer Pat Schwartz.

He's ideally suited for the resident job in eastern Oregon. For one thing, he is a native Oregonian--Eastern Oregon at that. He knows the area like the back of his hand, and has an inbred love of the area.

Born in Island City, he grew up and went to school in nearby LaGrande, graduating from high school in 1938.

He started work with the State Highway Department in 1941 as a stakeholder in Burns. His first supervisor was "Buck" Warfield, and the state highway engineer was R. H. "Sam" Baldock--both legendary names in Oregon's highway history.

When not on the job, Frank spent a lot of time that first year at the local theatre in Burns, mostly around the pop corn machine and its pretty attendant, Madeline. Frank and Madeline will celebrate their 37th wedding anniversary this year.

'Resident' is misleading

Some may think of a "resident" as one who stays in one place for a long time, but a resident highway engineer is anything but that. Most of them transfer around the state to become familiar with highways, and also because they simply must go where the highway projects are.

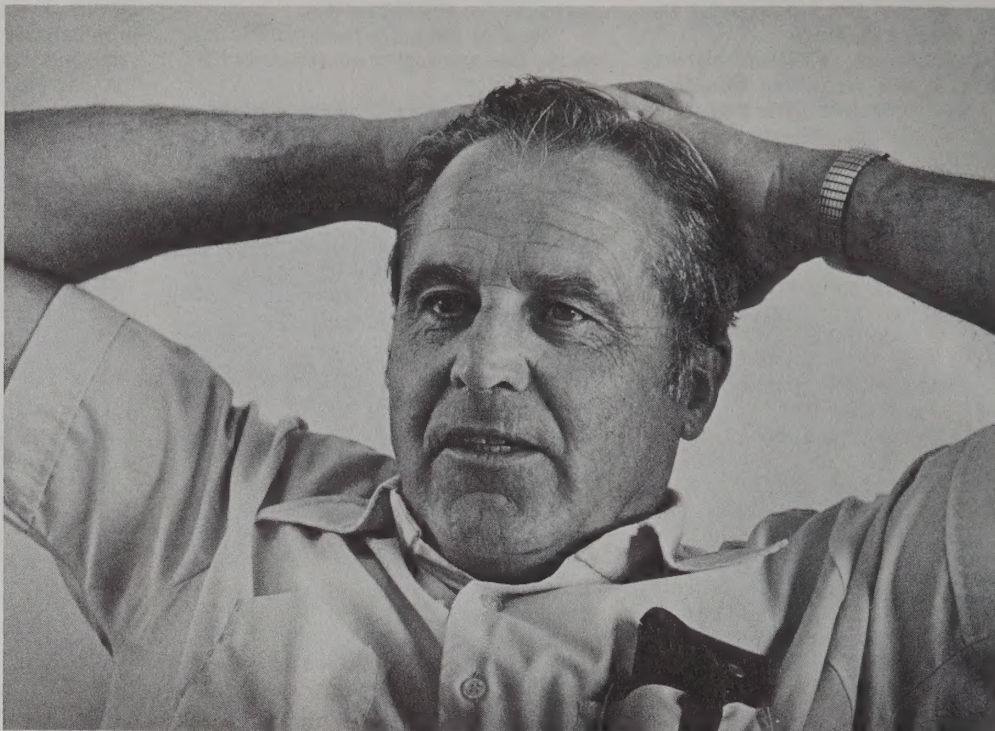
Frank has been stationed, for example, in Roseburg, Reedsport, Aloha, John Day, Baker, and Ontario. His first resident job was in Region 3, and his first project involved extensive repairs to the Umpqua Highway east of Reedsport.

A resident engineer must have all the general knowledge and skills of his fellow engineers, but his day-to-day responsibilities are more project-oriented. He is the person assigned to a specific road project, and he must monitor and inspect its progress through completion. Projects requiring a resident's attention include such things as grading and paving, bridge construction and repairs, traffic signals, new buildings and structures, plus some location and design work.

Frank has a crew of 12 made up mostly of highway engineers (HE 1's) and engineering techs and aides. Four of them are temporary during the summer construction months. His assistant is Mike Gardner.

Frank spends nearly two-thirds of his

"I'll sleep better at night knowing the roads are fixed."



time at project locations, while his crew is at job sites most of the time.

Though much of the work is routine, each project is different. During his first residency at Reedsport, during the winter of 1955, he shared one of those "different" experiences with ODOT Director Fred Klaboe.

Fred was the district maintenance supervisor at Coquille. They were ready to open the newly-completed west portion of the Umpqua Highway when on Christmas day several massive land slides destroyed the new highway and put a stop to all traffic.

"It was closed for 45 days, while we had to put together some detours to handle the traffic. It was one of those bad winters for slides, which I'm sure Fred, too, will never forget," recalls Frank.

Lay-off worst time

However, he calls the 1976-77 "lay-off" period his worst experience. The energy crisis, shortage of highway funds, and inflation all have made things difficult, he said, but not like the unrest, uncertainties, and low morale caused by the lay-offs.

Some employees during that time, he says were afraid to accept a transfer, or even a promotion, if it meant moving family and belongings to another location. The feared the new position might also be eliminated during the cutback.

But, he says morale seems to be much better now. "Even though we are going through a belt-tightening period, most division employees over here seem

more secure now and concerned about getting on with the job.

"There has been a noticeable lift in spirit and morale since Fred (Klaboe) was named director of ODOT. Employees have a good feeling when they personally know and respect 'the boss' and can refer to him on a first-name basis," he says.

Thankful for boost

Another boost occurred when the large statewide highway resurfacing program was approved by the commission this year.

"We were allocated two of the 61 additionally approved projects. They call for 34.3 miles of road repair at a cost of \$6,100,000. One of these projects is already underway, and a contract on the other is to be let in November," he says.

A resident's tasks on jobs of this type are numerous, detailed, and demanding, but Frank does not admit to anything beyond "just doing our job."

However, he doesn't hide his enthusiasm for the two projects now underway, and for the one coming up next month. "This work is long overdue," he says. "I sleep better at night knowing these roads are being fixed."

He refers to the Brogan Hill stretch of U.S. 26 as more than just a resurfacing project. "It's actually a reconstruction job--eight miles under an earlier contract, and 14.3 miles under the new one to be let next month," he says.

The 20-mile Harper to Juntura

project on U.S. 20, now underway, calls mainly for resurfacing, he says.

Frank modestly admits that a resident engineer is the division's "man on the job," the one who works closely with job contractors.

As a resident, he has some contacts with the public and local government officials. But, he says, they are mostly informal, and often one-to-one situations. "I don't make many speeches--only when the buck gets passed my way. Pat and Dale (Schwartz and Hiatt) do most of that," he adds.

"Residents work directly under the region engineer, so we seldom have much contact with the Salem office. But, having worked at times with Scott Coulter, Larry Rulien, Carroll Keasey (and he named others), we feel pretty much a part of the team," he says.

'Eastern Oregon' hobbies

Frank likes to talk about his hobbies, which seem tailored to eastern Oregon. Hunting, fishing, boating and golfing head the list.

The Burnett family also includes two sons, both OSU graduate engineers. Gary, 29, is with an engineering consultant firm in Pendleton, and Ron, 26, is with the U.S. Forest Service in Sand Point, Idaho.

Asked about the current trend toward early retirements, Frank said: "Haven't really given it much thought lately. I guess when you're busy, and enjoying what you're doing, you don't think about those things until you have to. But, when I do retire, you can be sure it will be in Eastern Oregon."

Retirees let us know what's happening

Watching the river

Charles Bond, 1136 Grove St., Baker, 97814. Retired 1961.

Charles got a "chuckle" out of reading about the chuck holes last winter, he writes. He remembers pushing wheelbarrows of asphalt to fill the holes in the 1950s.

In a letter to VIA, he also reminisced about the old snow plowing days at Seneca. "I had snow up to the windows of my Snowgo (machine), and had I slipped off the road, I would have had to stay there 'til spring," he writes.

"I don't have much to say, these days" he adds. "They told me many years ago that the first 100 years of life

were the hardest. Well, I have in 76 so far.

"I ride to the senior citizen dinners, and mostly sit back and look at Old Powder River rolling out to sea."

Keeping up with ODOT

John M. Isham, P.O. Box 646 Grants Pass. Retired 1968.

Isham writes that he's enjoying retirement and keeping up with current events through VIA.

"However, it's pretty hard to try to keep up with the cost of living these days," he adds.

"I talked to Frank Stevenson (former bridge foreman, Grants Pass) recently,

and he said he's lost track of former employees and would like to keep up on

what's going on, so make sure we both stay on the mailing list."

Via

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